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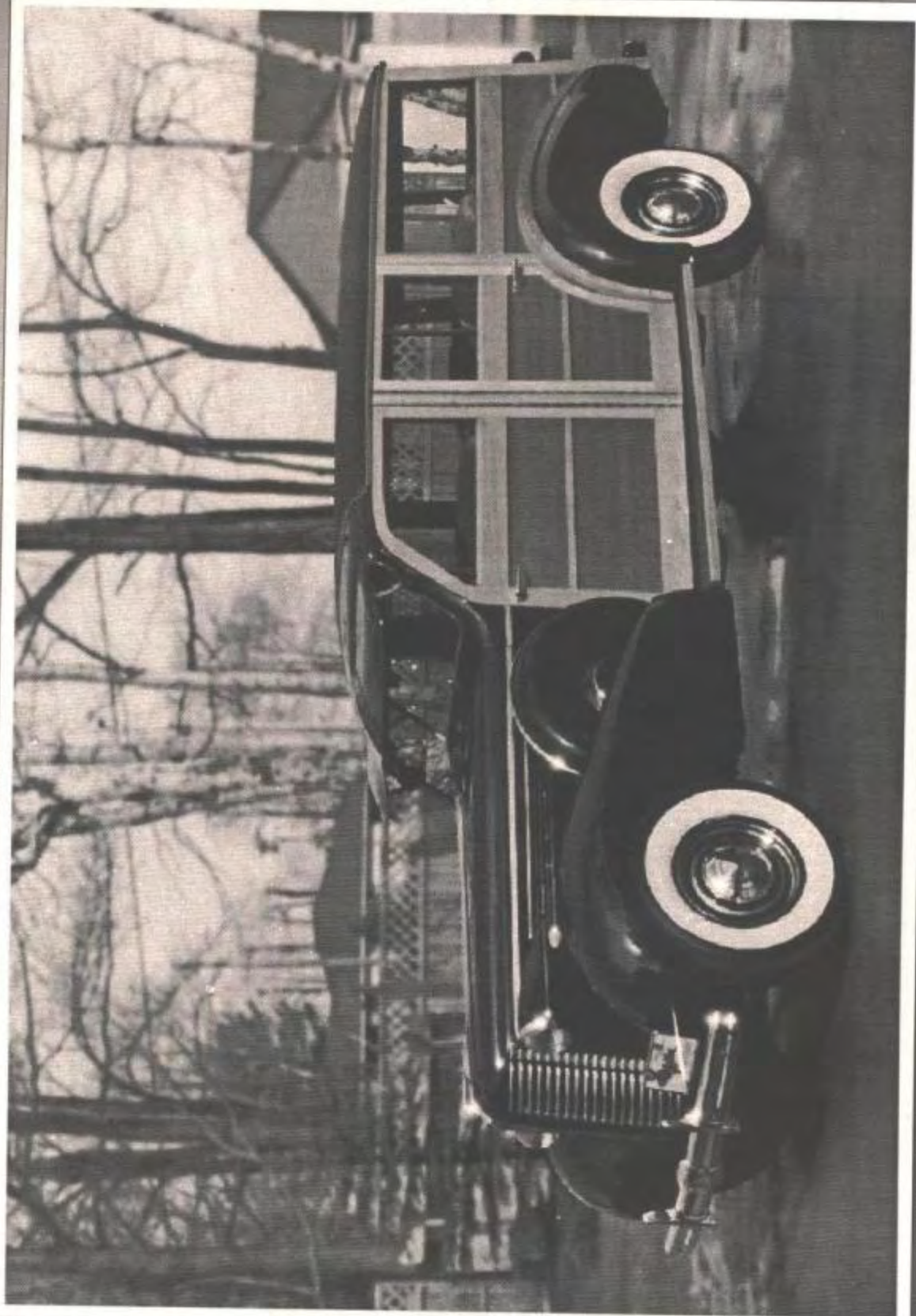
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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XV • NUMBER 2 • NOVEMBER / DECEMBER 1996

BUICK
1937  1938

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THE 9th CYLINDER

BY HARRY LOGAN #651, Editor

Season's Greeting and Best Wishes for 1997 to all our members. I hope you received a present like this one on Christmas Day.

This is the November/December issue, the second of our 1996-1997 publishing year. Our membership has dropped about a hundred. We now have over 400 members compared to over 500 last August. Hopefully many of the members who did not renew will re-join us after I mail them a reminder letter in January.

January also marks the fourth year **Dug Waggoner** (#10) and I have been publishing this award winning magazine. Since the founding of the Club, Dug has been providing Dave Lewis and Bill Olson with illustrations and other graphics needed to help produce the Newsletter. One of the first items Dug produced was our '37-'38 Buick Club emblem. He also produced the masthead for our magazine.

Hopefully we can continue on for a few more years and then pass it along to another member(s).



The red 1938 Century woody (top of page 2) was photographed at the 18th annual Meadow Brook Concourse last summer.

Meadow Brook was the mansion of Mathilda Dodge Wilson and her husband. She previously had been married to one of the Dodge Brothers and inherited his wealth when he died and used it to build this home for her and her new husband.

It's located in Rochester, MI.

The red woody has a body by Joseph Wildanger of Red Bank, NJ. His son Ed Wildanger now lives about a mile away from me here in Los Altos, CA. He remembers these old woodies from when he was a child sweeping up his father's shop. Ed is now the owner of a furniture factory and showroom featuring custom made European style furniture.

The '38 woody was restored in St. Louis a few years ago and was shown at the 1990 BCA Nationals. The car was also featured in the Bugle magazine. It's now owned by Dick Kughn of Dearborn, MI., the CEO of the Lionel Corp.



FOUNDED IN 1980 BY DAVE LEWIS



Here's another '38 woody below. This one is based on a Roadmaster and was designed and built by **Jim Pascoe (#881)**. It's our cover car and is featured on page 10 of this issue.

I've just become aware of how expensive it is for our overseas members to purchase dollar checks in order to renew their Club membership.

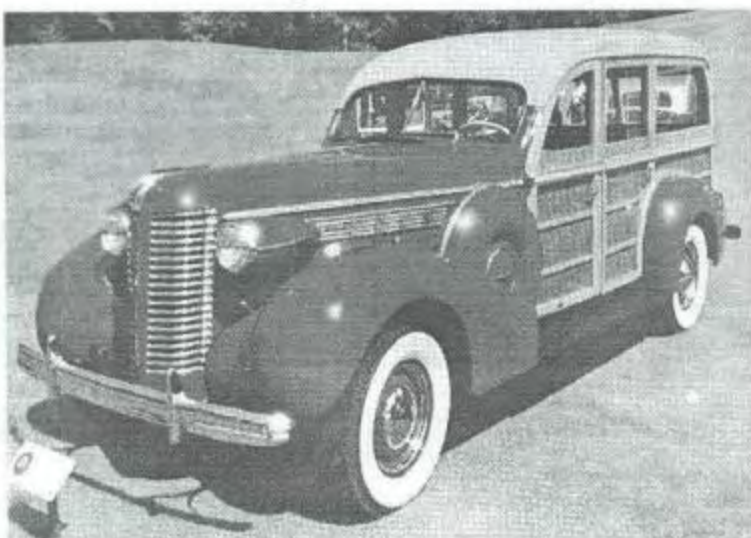
Mick Whiting (#381) tells me it costs him \$10 Australian dollars just to buy a US dollar check.

I have received several overseas membership renewals with cash (US currency) in a separate envelope inside the letter. Others have sent cash but registered the letter. Hopefully registering a letter is cheaper than buying a dollar

check. So far we've never lost a letter.

Gerald Pagano (#961) owns a 1937 Special Sedan that his grandfather bought new. The car was manufactured at the Linden, New Jersey assembly plant where Gerald now works. Gerald says Buick still paints the firewall data plate body color just as they did in '37 and '38. Gerald says the rims are black on both sides. Then the outside of the rim is painted body color, with black on the inside. This is how the original '37 & '38's I've seen were painted. But one of our members has an original 38-40C with red rims on both sides. Another Buick mystery.

This light gray '38 Special Coupe is owned by non mem-



≡TORQUE TUBE≡

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ber Darels Johnson. **Andy Diem** (#852) photographed it at Hershey, PA last October. It was part of the Hundred Years of the American Automobile display sponsored by the Antique Automobile Association (AACA).

Here's **Doug Nelson** (#51) and his black '38 Century Sport Coupe in front of his home in Salem, Oregon. I recently visited Doug while on a trip to Oregon. Doug has several garages behind his house that are home to his 40 or so old cars.

One of these is a '38 Century Convertible Coupe Model 66C that is under restoration (bottom photo).

Member **Ian Milburn** (#1223) phoned me from Bedfordshire, England a few weeks ago to get information on the Club. He has since joined. Ian owns a Fisher bodied 1938 Special Sedan Model 41.

Ian says: "I am really pleased with the Buick. It's probably the best car I ever bought in terms of value for the money and great to drive. Quite a bit of its enchantment is the fact it's only done 40,900 miles and is quite original. One of the other aspects that interests me is that the front suspension was designed and developed by Maurice Olley, a Brit. He left Rolls Royce when the Springfield, MA. plant closed to join Cadillac to become a specialist chassis engineer."

I know the Buick was developed later but for a big car on old cross ply tires, the '38 still handles well. I started out collecting Ford V8's, so perhaps the comparisons are unfair. But in many ways the Buick is more than a match for my 1935 3 1/2 litre Bentley."



Members, do you need a new Buick brake drum? **Classic Buicks Inc., 4632 Riverside Dr., Chino, CA. 91710** wrote that they have a limited supply of new

brake drums for most model Buicks for the years 1936 through 1970. For information call



them between 8 AM and 5 PM PST Monday-Friday at (909) 591-0238. They are the factory authorized distributor for these USA made products.

And listen to this.....we now have an index of technical articles published in the **Torque Tube** for the past fifteen years thanks to **Russ Kaufmann** (#303) in Santa Rosa, CA. Russ sent me a copy and I have used it several times already.

What a **big** help, now I don't have to go looking through a stack of **Torque Tubes** to find the technical article I want. **Thank you very much Russ!**

Russ is making this list available to any person who may find it useful. He will send this 15 page list to anyone with a USA address for \$2.50 in stamps. If a copy of an article is required, he will photocopy the article for ten



cents a page provided he has the time.

His address is: **Russ Kaufmann** (#303), P.O. Box 3761 Santa Rosa, CA. 95402

In the July/August issue, **Bill Whyte** (#968) in Scotland wrote that he was watching the Australian program **Neighbours** when he spotted a black '38 Special sedan. Actually the car is **Geoff Hilliard's** (#698) 1938 Century 4-Dr. Sedan with sidemounts. Geoff lives near Melbourne. His son-in-law arranged to supply the car for this program, which is very popular in the U.K.

New member **Leo Gilbert** (#1219) in Port Angeles, WA. sent this photo of his 1937 Special 4-Door Slant Back Sedan Model 47. Buick made just over 22,000 of this model.

Leo says his car is fully restored and licensed for highway use with the original 1937 plates.

(Ed. I remember the 37-47 well because my best friend had one. This photo of me and the car was taken in 1949 in Pasadena, CA. For some reason, the original paint was wearing thin on each side of the car just above the trunk lid).

New member **Phil Mares** (#1211) in Midwest City, Oklahoma has been restoring a '38 Special Trunk Back Sedan Model 41 for the past two years. He has overhauled the engine and had the seats redone. He is now working on the body.

Welcome to the Club Phil.

Walt Morrison (#1092) in Canada writes: "I always look forward to receiving the **Torque Tube** which always has such interesting information and ideas in it." Thanks Walt and thanks

to all the members who have sent in information. I've saved it all and will use it in future issues.

D. Hugh Morris (#322) in San Antonio, TX writes that he is in the middle of restoring a side-mounted '38 Century Convertible Coupe that he used to drive years ago. He

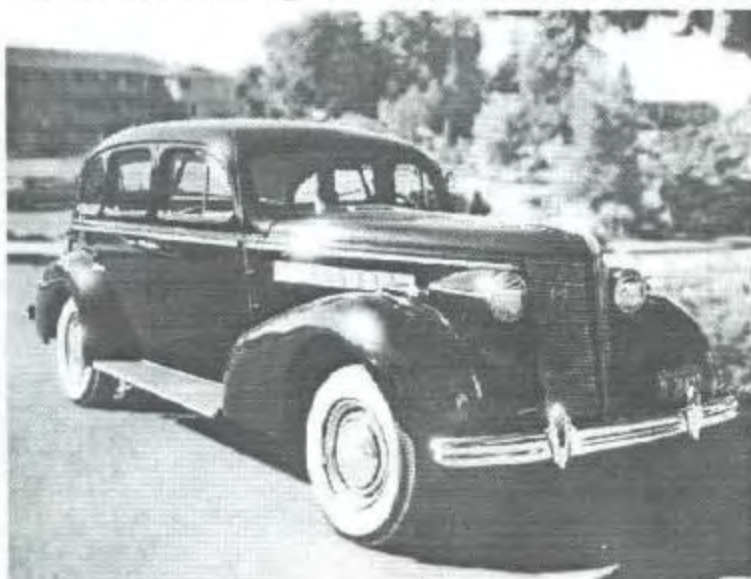
hasn't been making much progress on his restoration because he's tied up remodeling an old home with a 4 car garage.

José Garcia-Menendez (#856) writes: "Here is my renewal check for another year enjoying your friendship, the eagerly awaited **Torque Tube** and our common love for '37 and '38 Buicks."

This photo (at the top of page 5) of **Charlie Ross's** (#1015) 1937 Century 4-Door Trunk Back Sedan and a P-51 Mustang was taken at the Quonset, RI Air Museum's Wings of History Air Show. Charlie's car would have been just a few years old when P-51's like this one were fly-

ing over Europe in W.W.II.

This next photo shows Charlie's 37-61 and another W.W.II fighter plane, the US Navy's F4-U Corsair. The Quonset Air Museum used



to be the Quonset Naval Air Station until about 20 years ago. At that time a group of aviation enthusiasts formed the Air Museum and got an old hanger from the State of Rhode Island. They have been collecting and restoring aircraft ever since. Every year they run a car show and an air show to help raise money for the museum.

When I got discharged from the US Navy after the Korean War, I flew home to California in a 2 seat W.W.II fighter plane from Quonset. I was seated behind the pilot in my wool Navy blue uniform. Sitting with the plastic canopy overhead is like being in a greenhouse. Boy was I in need of a shower when I finally arrived home.

Jerry Barton (#281) in WA. writes that he put **sealer** in his gas tank. The tank sat for about a year before he was ready to install it. Upon inspection, he found the sealer had **settled in the bottom** of the tank. It was all **cracked and had partially peeled off of the sides**. A friend suggested using acetone to clean the tank. Jerry put in two gallons (8 liters) and left it in for about a week, turning the tank daily. After draining the acetone, he rinsed it with gas. **The tank came out clean**

and shiny. Thanks for the tip Jerry.

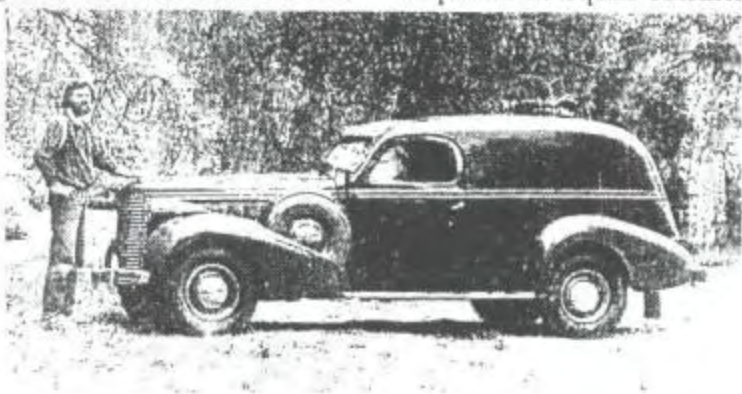
Jerry recently bought a '37 Century Convertible Coupe to restore. He purchased the car from **Gary Stafford** (#588) in Ventura, CA. Jerry says that dealing with Gary was a very pleasing experience. When he got the car home, he found it even better than Gary represented it to be and that it's nice to deal with a person with integrity.

Sam Mahle (#1187) in Pennsylvania reports that he was a judge at a recent car show. One car there was a Rolls-Royce that the owner had just spent \$40,000 on in what was termed a "touch-up job!" \$7,000 of

this was spent on the motor alone. Sam says what the car really needed to be competitive was a through cleaning of the undercarriage to put it in equal condition with the rest of the vehicles. As a result it did not do as well as some much lessor quality cars.

This bottom photo shows a most unusual 1938 Buick Van. It forms part of the car collection of **Christopher Lee Willhans** of

Insjon, Sweden. Exported from the US in 1938, this Buick chassis had built on it, by Oslo, Norway coachbuilder, N. Jacobsens, a very handsome delivery van body.



One-off Buick delivery was bodied by N Jacobsens of Oslo

It was ordered by a florist who, according to Christopher Lee, "wanted to deliver flowers in style." It was laid up during W.W.II and only has 42,000 miles on it. Presumably thought to be out of date, it became unused. Certainly it had not worn out and had no malfunction. The previous owner stored it for 15 years and the present one has not used it for at least ten.

This framed photo above shows the Brown Derby restaurant in Los Angeles with two Buicks in the foreground, a '37 Roadmaster and a 1940 sedan. Thanks to **Andy Diem** (#852) in Washington, DC for sharing this.



The middle photo shows a very attractive '36 Buick convertible. The photo was taken at a movie studio in Hollywood with an aspiring actress. The car is painted a 1936 color called Francis Cream. Thanks to **Gary Glazier** (#1005) for sharing this with us.

You could order a '36 color on your '37 for an extra fee. Your fire-wall data plate would then have



SO. (for Special Order) stamped after the Paint No. for Francis Cream. (i.e. 42480). This is what **Lauren Matley** (#47) is doing on his 1937 Special Convertible Coupe Model 46C. The #6 in the upper right corner means it's a "6 Wheel Job" or sidemounted car. (see bottom photo)

In the top photo (page 7) you can see what can happen if you don't keep lubricant in your transmission. A tooth broke off one of the gears. This happened because a poor seal allowed transmission oil to flow through the torque tube to the rear end and the transmission ran dry.

When my wife and I were in Washington, DC several months ago, we visited **Von Hardesty** (#964) and his wife. Von even picked us up in his 1937 Century Convertible Coupe. Last night I watched a Public Service Television (PBS) Nova Series program called "Top Gun Over Moscow." It was about the Soviet (now Russian) Air Force with several shots of Von commenting on the subject. Von is an expert on

the Soviet Air Force and has written several books on the subject. What a surprise to see one of our members on national television!

This bottom photo of a '38 Trunk Back 4-Door Sedan was taken in San Francisco in 1946 at the 22nd Annual Convention of the International Brotherhood of Electrical Workers.

Charles Jekofsky (#524) in Washington, DC sent this photo. He lives across the street from the Union's Training Center and often does volunteer work there. **Thanks C.J.**

Congratulations go out to our Vancouver, Washington member **Lauren Matley** (#46) and his '29 Lincoln at the Pebble Beach Concourse (see photo at top of page 8). He won third place with 96.3 points. First and Second Place tied at 97.5 points. Lauren is selling the Lincoln to concentrate on finishing his 37-46C Special Convertible Coupe.

The beautiful '38 Roadmaster with a Swedish Norberg body, shown on the right in the middle photo on page 8, belongs to member **Mats Ahlin** (#786) in

Nykoping, Sweden. The 1937 Special Sedan Model 41 belongs to a friend. The '37 is original inside and out except for a new paint job in 1972.

Both Mats and his friend enjoy driving their Buicks. The Roadmaster was giving Mats some concern as it was burning oil and smoked a little.

The problem turned out to be a small hole in the dual-action fuel pump's diaphragm. When the oil got hot and thin, oil drops came through the hole and went up the vacuum line to the intake manifold. That's why the car sometime had a puff of smoke come out the tail pipe. He replaced the fuel pump. Now his oil consumption is normal and the car does not smoke.

Member **Marv Rhynard** (#327) already has the 1997 East Coast Meet mapped out. It will take place in Saugatuck, Michigan, on Lake Michigan about 65 miles north of the Michigan-Indiana line and about 35 miles from Grand Rapids. Saugatuck is a well-known summer art colony. Marv has set it for June 6-7



and has most of a nice small motel reserved. (After mid-June the hotel rates along the Lakes go way up. Our cost will be in the \$75. range, but holding it later would have meant paying \$130. to \$150. per night).

Marv is hoping to arrange a tour of the Canadian Pacific passenger steamship "*Keewatin*," which is an



From England, **Derek Hodgett** (#690) sent this photo, at the top of page 9, of his parents and his 1937 Buick Limited. Derek's parents are both over 90 years old and are doing well. He took this photo to send to

relatives in Australia who have spotted a similar looking car in their town.



Indian word meaning northwest wind. It was built in 1907 and retired in the 1960's. It's now a floating museum.

A company called **Vintage Parts 411** has come out with a book on where to find Buick parts dealers, salvage yards and companies that repair and restore Buick parts. They say that with their new sourcebook, you can find any part for your old car. The book sells for \$12.75 plus \$2.00 shipping. If you're interested, contact them at:

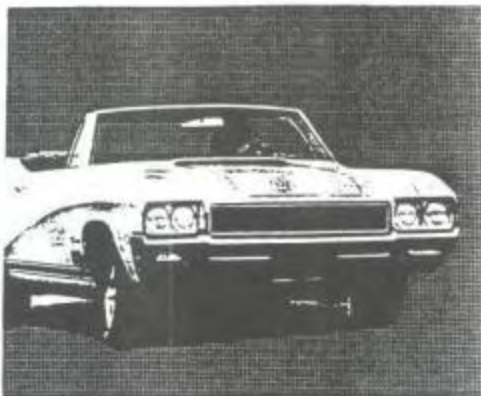
Vintage Parts 411, 4909 Ruffner St., San Diego, CA. 92111. Phone (800) MOTORHEAD. Overseas call (619) 467-7140.

These two Buicks (in the middle of page 9), a '55 Century 66S and a '37 Special Two Door Trunk Back Sedan Model 48 belong to **Howard Vaillancourt** (#440) in Guilford, CT. Howard also had a beautiful beige sidemounted '38 Century Coupe, but sold it last year. It now belongs to member **Tom Martindale** (#1198) in Santa Cruz, CA.

Don Micheletti (#250) phoned to tell me that after reading **Wayne Yonce's** (#1034) great tip about **Modifying Your Trunk Lock** in the last issue, he went out and did it. Now Don can open and close his

JUST ABOUT EVERY PLACE TO FIND
JUST ABOUT EVERY PART FOR YOUR OLD

BUICK



Buick parts dealers, specialty salvage yards and companies that repair and restore Buick parts

Roadmaster's trunk without the key. Not being able open and close the trunk without using a key had annoyed him in the past, but not anymore.

New member
Harry Thompson

Sr. (#1232) in Greeley, CO. recently joined the Club. He has a '38 Century Sport Coupe which he has owned since 1962. It's a strong runner and a good drag racer. He saw our address in the **Buick Street Rod Association** newsletter. Harry owns nearly 60 Buicks from 1938 on up. Plus he has tons of interior, engine, transmission and body parts for Buicks from 1936 to 1955. Hopefully he'll advertise some of those items in the **Torque Tube**.

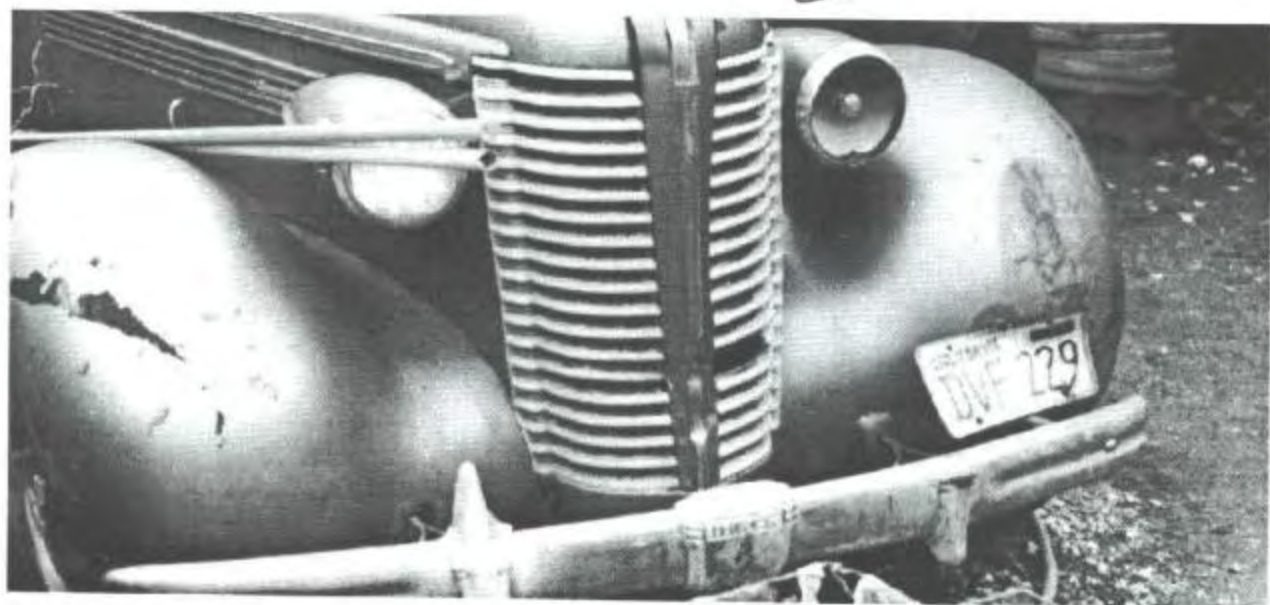


Harry also enrolled his son in the Club. He owns a '38 Special Sport Coupe Model 465. The Special has an overdrive in the torque tube which Harry says works well.

This 1938 Special Sport Coupe Model 465, in the bottom photo, was driven to a local junk yard in 1956. And it's been sitting outside since then along with a '41 Buick Super Coupe. Now it has some rust but would make a good parts car. It's all original, and has the front bumper badge, jump seats etc. The original rims are inside the car. The car is just a few miles from my home and was advertised in the local paper.



Harry



1938 *Roadmaster* WOODY

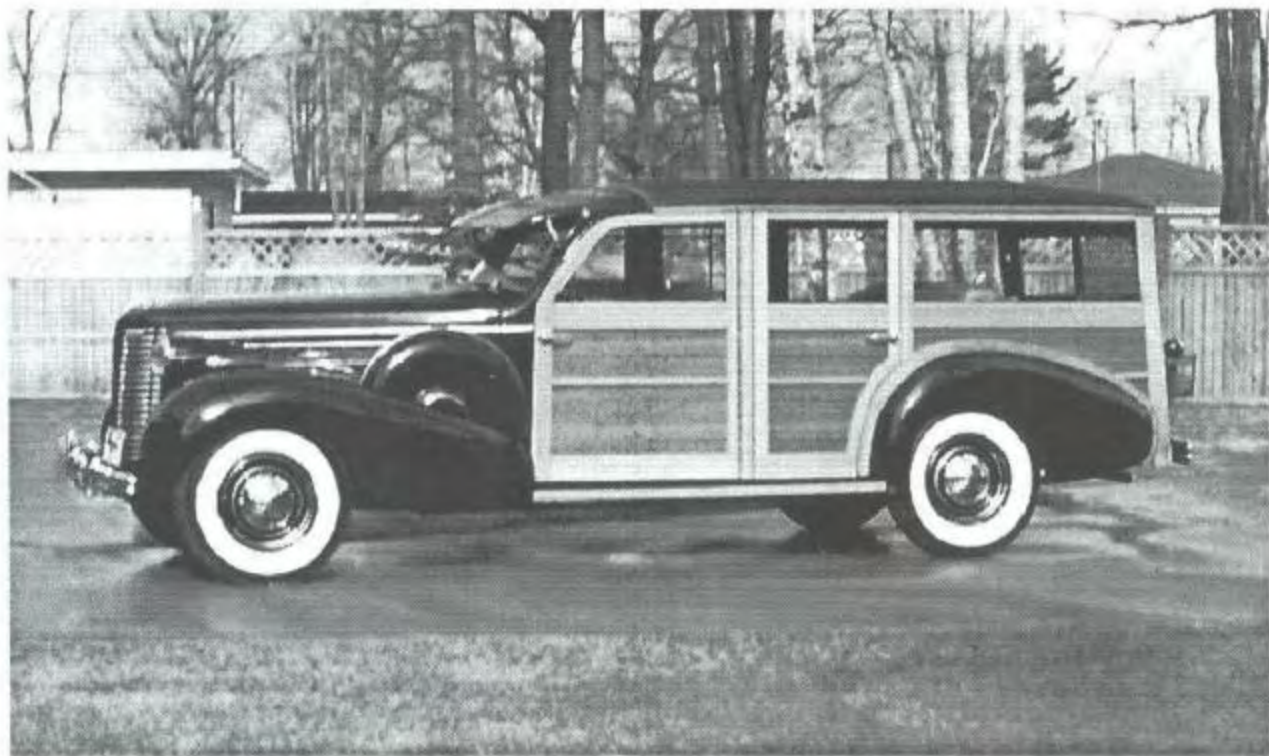
By Jim Pascoe (#881) Escanaba, MI

On the list of ultimate body styles for the old car hobby one would have to include the venerable Woody Wagon. Everyone has their own favorite body style, but few will argue that the woody has become an icon that has stood the test of time.

This 1938 Roadmaster Woody Wagon shown here and on both the front and back cov-

ers was custom made by **Jim Pascoe** (#881) of Escanaba, MI.

"The woody was made from a Roadmaster 4-Door Sedan Model 81 parts car. I designed it in the style of late 1930's woodies. I cut the roof, doors, trunk and sides off leaving only the floor pan and the rear fenders."





"I designed the body using the original seats and the window mechanism. As you can see the front doors are hinged in the back in the style of early suicide doors. It has tan leather upholstery and a mahogany steering wheel. The rear windows are sliding like other woodies of the era."



"This photo shows the storage area behind the rear seat. A hatch in the floor raises to reveal another storage area underneath. That's handy for keeping things out of sight."



"Rear view of the woody with the BUICK 8 emblem fastened to the top of the tailgate. The car is all original except for the wood body. I am quite satisfied with it."

MY '38 BUICK

By Roger Tollefsrud (#1200) - Mesa, AZ.

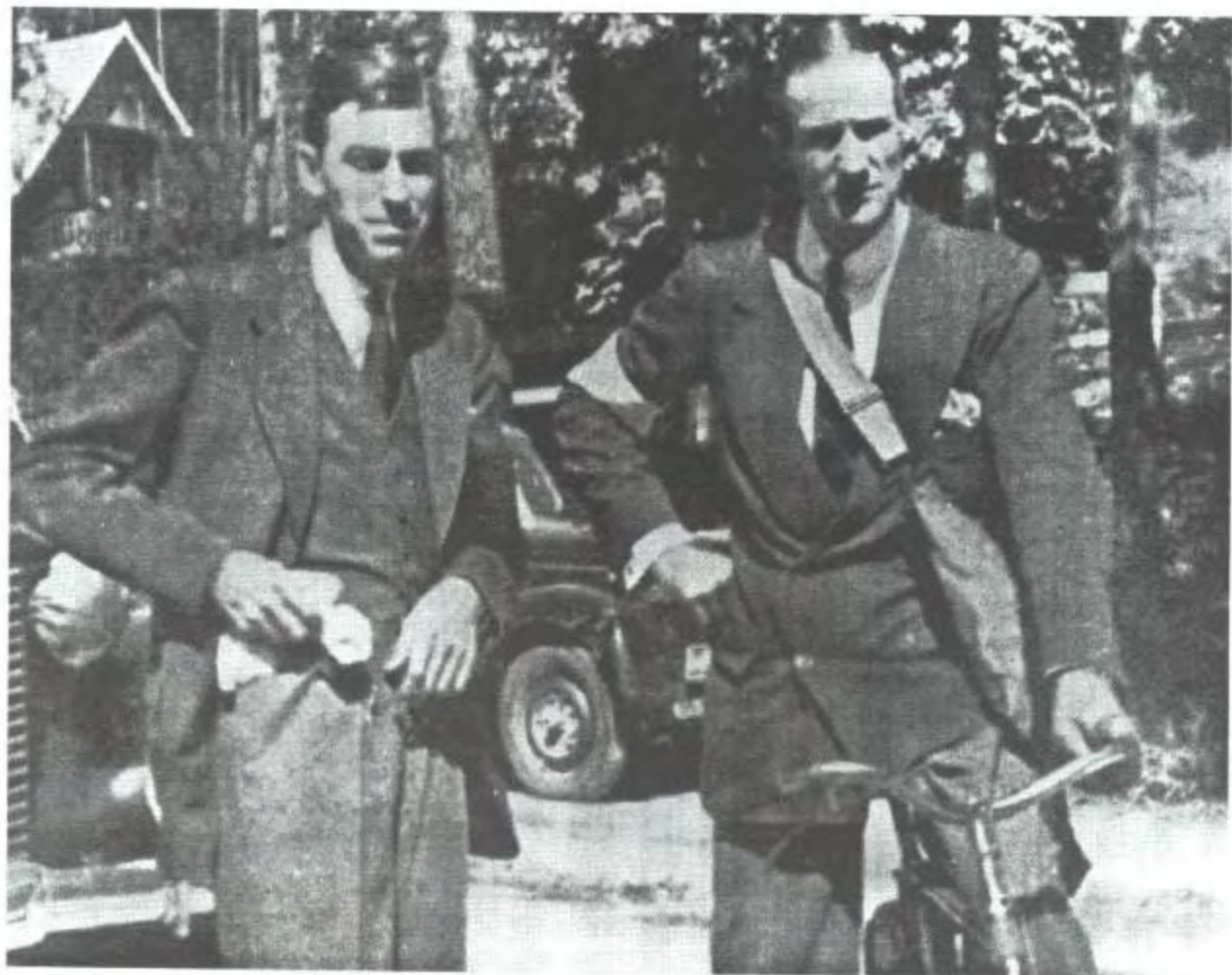
I have been a member of the Buick Club of America for over 15 years, but until recently never found the '38 I really wanted or the condition that suited me. But now I have!

This 1938 Buick Special 4-Door Trunk Back Sedan Model 41 was owned by a gentleman within 100 miles (160 km) of my home. He had owned it for 13 years and had a professional restoration, inside and out, done

to it recently. The color is Whistler (dark) Gray lacquer with Dante Red wheels.

We spend our winters here in Mesa, AZ., but come spring, we return to Spring Grove, Minnesota. Last year I brought my '39 Buick here and thoroughly enjoyed driving it during the beautiful winter months. I have since sold it after owning it for 19 years. Maybe next year I'll bring the '38.





PHOTOS

From The Past

This photo from the October 16, 1939 issue of **LIFE Magazine** shows US Ambassador to Poland Anthony Biddle Jr. (right) and an Embassy secretary. They and 19 other Americans of the Embassy staff are on a 250 mile flight from Warsaw to Rumania to escape the German Army's invasion of Poland at the start of W.W.II. The 21 Americans of the Embassy staff fled in seven cars and a truck. One of the cars was a 1938 Buick seen in the left of the photo with it's headlights covered to help protect against night attacks.

(continued from page 13)



A street scene in Brooklyn, NY in 1950, by Arthur Zeipzig with two '38 Buicks. The one in the foreground has what looks like '41 accessory bumper ends (locally called elephant ears). The bumper has a license plate bolted to the center and is missing the two bumper guards. The fender parking lights have been replaced. This car has plaid seat covers and appears to be a Century sedan because it has a dark steering wheel. It is not a 80 or 90 Series because it does not have the chrome windshield reveal molding. The '38 in the upper part of the photo has an aftermarket center grille guard.



The bottom two photos on these pages came from the files of the US Dept. of Agriculture, Farm Security Administration. This one was taken in February, 1942 at Camp Crowder, Missouri. It's titled "Housing for construction workers" and shows a 1938 Buick Sedan, probably a Special.

(continued from page 14)



Gary Stafford (#588) sent in this photo showing a street scene from long ago. The car on the right is a 1937 Buick 2-Door Sedan sporting a spotlight and a 1938 Accessory Grille Guard on the front bumper. Does any member know where this photo was taken? There are "Street Car" tracks in the street and overhead wires indicating there was some sort of electric transit system in place at the time this photo was taken. Los Angeles? We'll give you three cheers if you have the answer.



This photo titled "Loading baggage of train passenger into an automobile" was taken in September, 1940 in Montrose, Colorado. Again the car is a '38 Buick 4-Door Sedan. The car in front looks a bit like a '37 Buick Slant-Back Sedan. It is not as the gas filler cap is located on the body and not on the rear fender like a '37 Buick. Thanks to **Von Hardesty** (#964) for sharing these photos.

HOW THIS CLUB WAS FOUNDED

Part 1



Dave Lewis (#237) founded the 1937-1938 Buick Club in 1980 in Springfield, Illinois. He developed an interest in these cars because his father found this 1937 Special Sedan abandoned on the street many years before. It even had a signed title certificate in the glove box. He then proceeded to have the car's paint stripped off and a new set of seat covers installed with the intention of having some fun driving it to work. When the body shop completed the enamel paint job, the car looked so good that every time he would park the car, kids would think it was a Hot Rod and try to raise the hood to check out the engine.

Well it took about one week to get the tops of the fenders scratch-up from the inexperienced kids playing with the hood. Dave's dad was so upset that he decided to put the car in storage for one of his sons to deal with later on.

That began a 25 year period of moving the car from one warehouse to another until the

entire family was tired of pushing it. After Dave's father died, Dave inherited the car as this three brothers had no interest in it. Dave didn't have a big interest either, but a bunch of guys wanted the car to make it into a street rod. Dave didn't want this to happen out of memory for his father. So he decided to keep it.

The car was in pretty bad shape from having been moved around over the 25 year period and needed everything done just to get it running.

One thing led to another and Dave decided to restore it. Before long he was staring at a bare frame sitting on his garage floor. This was his first attempt at a complete restoration and it was kind of scary.

But Dave was hooked on Buicks and studied every book on the subject. It was during this time (1980) that he decided it would help if all of the 37/38 owners could get together and share their experiences and help each other find



parts. This was how the Club was born in 1980.

Dave finished his '37 at 3 AM the night before leaving for the Buick Nationals in Pennsylvania. This was a mistake. The car was about 99% complete with no road testing. When he arrived in PA, two days later, he found that the new clutch didn't work, the dash gauges paint buckled in the sun and the trunk ornament's paint rubbed through. He also found out that you can't clean and wax a car at 10 PM by the light from another car's headlights. So the moral

of the story is...check your car out 100% before taking it on a long trip and then having it judged.

After returning to Illinois he started preparing for the next show. He spent 37 hours detailing the car. He must have done something right as he won first place at the next five shows. Dave finally sold the car, but it's still in Springfield. The new owner hasn't been keeping the car up. So maybe someday Dave will buy it back and return it to its former glory. (*This article to be continued*).



CENTURY COUPES UNDER RESTORATION



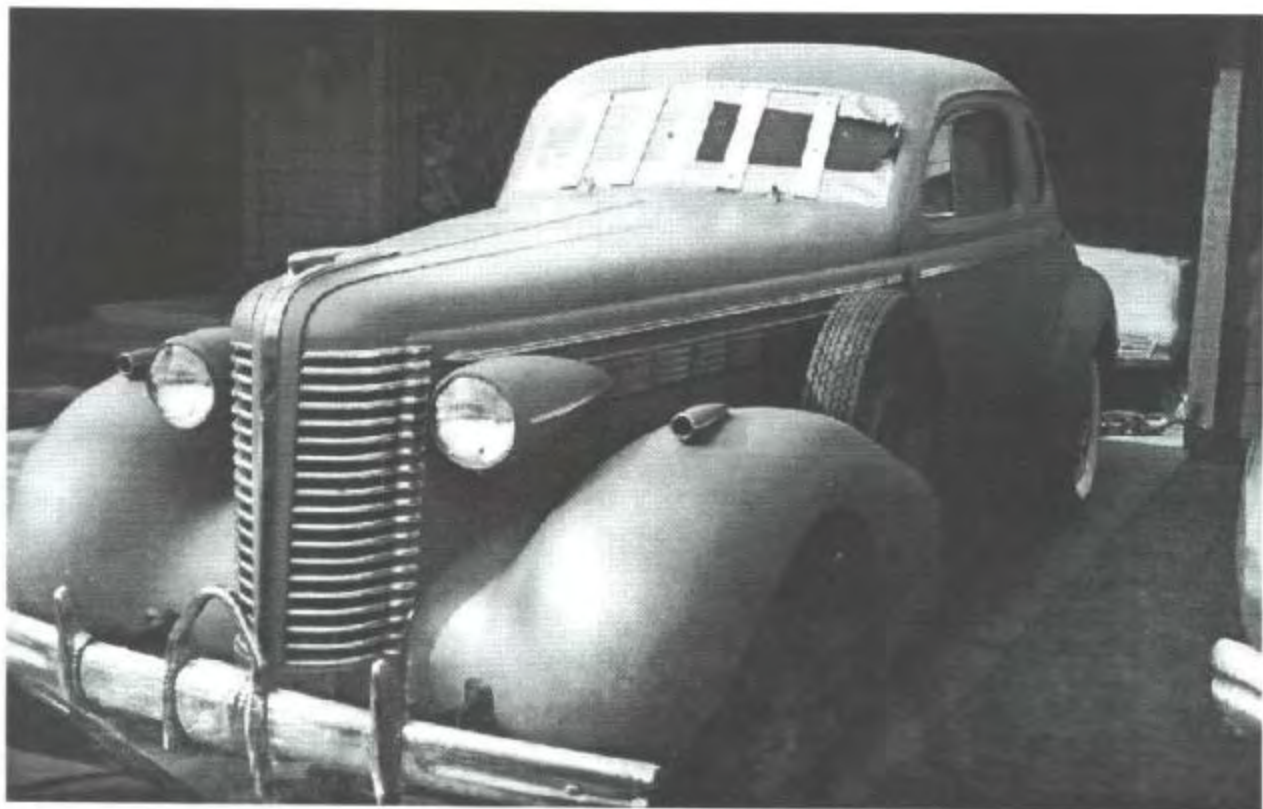
This is the 1937 Century Coupe that **Sam Mahle** (#1187) in Pennsylvania drove while in college 35 years ago. Of course the Century looked and ran a lot better then. Sam sold it to a man who drove it some and then stored it for 30 years. He recently learned it was for sale and bought it back. Now he's starting to restore it. He'll get it to run first, then pull the engine for a later complete overhaul. Sam says he read recently that it's not recommended to rebuild the engine too far ahead of the need for it.

Then he'll remove the body and sandblast it. And also repair the suspension and clean the

gas tank. After that he'll see what needs to be rechromed. Good Luck on your restoration Sam!

Dave Tacheny (#997) in Minnesota recently bought this sidemounted 1938 Century Coupe. The rust free body is in primer and in excellent condition, but the car needs a total restoration. The original motor runs but smokes. It has the front bumper medallion and accessory grille guard. The trunk medallion is missing and it has an incorrect steering wheel. The running boards need new rubber. The grille is excellent and it has the jump seats. The original upholstery is bad as are the brakes. The firewall

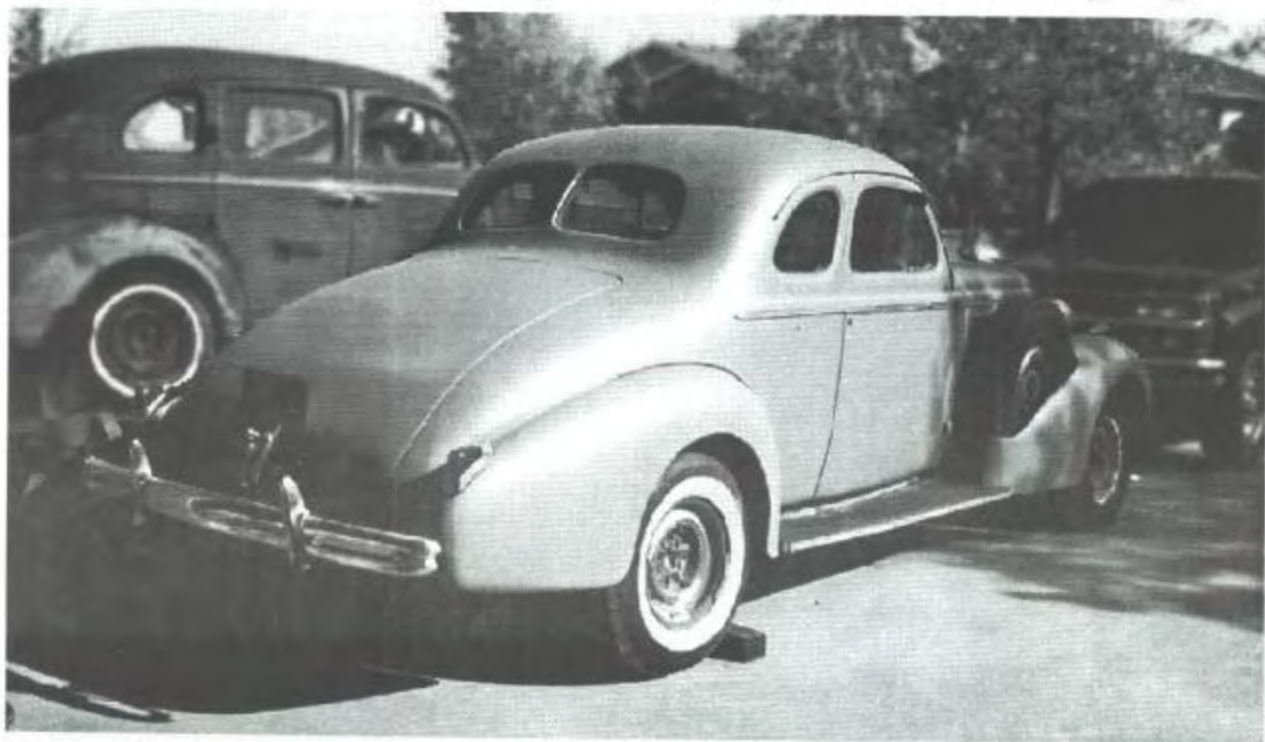




ID tag indicates the car was originally Raphael (light) Green. It also came with the original air cleaner and extra parts including sidemount face plates and tread covers. And all the sidemount hardware is there. Dave is one of our biggest parts advertisers, so he should be in good shape for

most of the parts he'll need.

Dave is very happy with the car. He bought it sight unseen based on the owners description which turned out to be truthful and accurate. Good Luck on your restoration Dave. Keep us posted on how it's coming along.





Technical TIPS

FIREWALL DATA PLATES

By Harry Logan (#651)

Beginning in 1938, Buick identified where the car was assembled by the first digit of the **Frame Number**. "1" was Flint, MI., "2" South Gate, CA., and "3" Linden, New Jersey. This number is on a plate riveted to the frame near the starter.

You can also tell where the car was assembled by looking at the **Firewall Data Plate**. If the

BODY NO. has only digits, it's a Flint car. If the **BODY NO.** is preceded by a "C", it's a South Gate, California assembled car. If the **BODY NO.** is preceded by an "L", it's a Linden, NJ assembled car. This is also true for '37 Buicks.

This tag, above, is for a South Gate assembled 1938 Century Sport Coupe Model 665. In most cases, the 665 is stamped into the plate after the **1938 MOD.**, but not on this one. The **TRIM No.** is 408, Gray Bedford Cord. Someone has altered the original tag and

changed the original **PAINT NO.** to 525 Cezanne Beige.

So '38 Buicks have two ways to identify the assembly plant and they should match. I have seen cases where they don't. That means that one of the tags is incorrect, usually due to the car being rebodied. The data plates were originally painted body color, but now you often see

them silver because the paint has been removed from the aluminum plate.

On 1937 Buicks, the frame number does not identify the assembly plant, but the firewall data plate does.

So you can tell where your 1937 Buick was

assembled by looking at the Data Plate's **BODY NO.** This tag (bottom photo) is for a Flint assembled 1937

Roadmaster Sedan Model 81 with sidemounted spares (6 stamped in upper right) and a mahogany dashboard (M stamped in lower right).



SHEDDING LIGHT ON COROT BEIGE



By Herb Sutton (#4) Roseburg, Oregon

My '38 Special Coupe is being painted the lightest standard color offered by Buick in 1938. It is number 522, Corot Beige. I found that the 1987 - 1996 Ford truck Light Chestnut to be a very close match. So far I've painted the body, rear fenders and trunk and am very satisfied with the color.

The PPG (formerly Ditzler) Delstar acrylic enamel Light Chestnut is #3956. The DuPont number is B8766-A. Because it is such a modern color,

I'm sure it is available in the new paints approved for use in California.

In 1938 you usually had two choices for the wheels, either body color or an optional color. But there was only one correct wheel color for Corot Beige. That is Bugatti Red and it is available as DuPont enamel #20265-DH. This information was from an earlier article by **Thom Schuttish** (#6). The color is more of a brick red and goes quite well with Corot beige.

NEW Members

William Tecco (#1218)
32571 Trailwood Ct.
Solon, OH. 44139
37-66C

Leo Gilbert (#1219)
819 South G St.
Port Angeles, WA. 98363
37-47

Vince Truant (#1220)
1537 Harmuth Road
Lutherville, MD. 21093

Jim Woolsey (#1221)
1219 Roosevelt
Escondido, CA. 92027
38-61

Doug Kennedy (#1222)
326 W. Oak Ave.
El Segundo, CA. 90245

Ian Milburn (#1223)
Westend Dawnedge House
Woburn Lane
Aspley Guise, MK 17 8JH
England
38-41
Donald Glenn (#1224)
5964 Ford Rd.
Madison, OH. 44057
37-41

Leonard Beard (#1225)
3912 Montgomery Ct.
Mt. Vernon, WA. 98247
38-46C

Mike Maroney (#1226)
426 East Valencia St. Apt. A
Burbank, CA. 91501
38-61

Joseph Suarez (#1227)
438 E. 168th Place
South Holland, IL 60473
37-46S

Larry Wood (#1228)
68 Boehms Rd. W.
Willow Street, PA. 17584

John Aylward (#1229)
321 13th Avenue N.W.
Calgary, Alberta
Canada T2M OE9
37-?

Bill Marsh (#1230)
337 Ridgeview Dr.
Petaluma, CA 94952

Steve Sunseri (#1231)
8356 Gothic Ave.
North Hills, CA. 91343
37-46

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(#1232)
3331 Liverpool
Fort Collins, CO. 80526
38-46S

Harry C. Thompson II
(#1233)
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Greeley, CO. 80631
38-66S

David Kissileff (#1234)
154 Lismore Ave.
Glenside, PA. 19038
37-61

Richard Utecht (#1235)
833 Palamino Rd.
Omaha, NE. 68154
38-46
38-46C

Joseph Conrey (#1236)
290 N. Orchard Ave.
Vacaville, CA. 95688
38-41

Adrian Dearling (#1237)
c/o Post Office
Prrompuraaw, QLD 4871
Australia,
38-66C

Parts FOR SALE

• 1937 PARTS

Parking lights with pot metal.....	\$65.
Clock.....	\$25.
Gauges.....	?
Rear Leaf Springs, used but good, 40/60 Series.....	\$85. set
4-Door sedan body stainless including cowl small stainless...	\$?
Drivers side rear fenders, 40/60 Series.....	\$40.
Generator, Big Series.....	\$50.
Engine, Big Series.....	\$350.

• 1937/1938 PARTS

Map light switch, used.....	\$20.
Buick Hose clamp set.....	\$20. set
Rear window shade, used.....	\$40.
NOS Rocker arm shaft, with bushings, 40 Series.....	\$110. set
New car cover, never used, 40/60 Series.....	\$75.
Front wing vents, 40/60 Series.....	\$45. set
Hydraulic lifters, cam, rocker assembly, push rods etc., Big Series...	\$225. set

• 1938 PARTS

AAV-1 Carburetor, 40 Series.....	\$40.
5 post regulator, used.....	\$30.
Transmission, 40 Series.....	\$100.
NOS cluster gear, 40 Series.....	\$85.
NOS Input or Pilot shaft, 40 Series.....	\$35. each
Engine, Big Series.....	\$350.

All prices plus shipping. Call between 9 AM and 1 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD. 21144

(410) 551-7236

Parting 1937 & 1938 Specials and a 1937 Limited. The following is a portion of parts available. Call with your needs.

• 1937 PARTS

Fender lights.....	\$65. pair
Trunk lights with good lenses.....	\$50.
Tail lights with lenses, all series.....	\$50. pair
Wiper transmissions.....	\$50. pair
SPECIAL manifold.....	\$75.
Throttle cable.....	\$20.
SPECIAL transmission.....	\$100.
SPECIAL right sidemount brackets, upper & lower.....	\$75.
Two new Moog lower inner shafts & bushings.....	\$75. pair
Rear view mirrors.....	\$15.

Steering column support with ignition, keyed.....	\$35.
Map light switch.....	\$10.
Splash pans.....	\$35. pair
Rear motor mounts.....	\$15. pair
Headlight switches.....	\$20.
40 & 60 series doors.....	\$50. each
Headlight bezels.....	\$15.
Radio grills.....	\$15.
Wiper motors.....	\$15.
Trunk support arms.....	\$20.
Sun visors.....	\$15. each
Steering sectors.....	\$50.
Bumper arms.....	\$15. each
Bumpers.....	\$30. each
CENTURY radiator.....	\$100.
Deluxe heater with defroster.....	\$100.
Deluxe heater.....	\$75.
Horn button.....	\$25.
Steering wheel.....	\$50.
Center stainless emblem.....	\$15.
After-market grille.....	\$75. pair
40/60 Running board brackets.....	\$50. set
40/60 home-made sidemount cups & locks with keys... ..	\$50. set
80/90 bumpers.....	\$30. each
80/90 bumper arms.....	\$15. each
80/90 defroster ducts.....	\$30. pair
90 series rear brake drum.....	\$25.
90 series master cylinder.....	\$25.
90 series wheel cylinder.....	\$15. each
80/90 rear motor mounts.....	\$40. pair
80/90 left side trunk hinge, pitted.....	\$15.
80/90 assist straps.....	\$20. pair
80/90 trunk support arm.....	\$20.
'37 LIMITED sidemount covers, very nice.....	\$400.
'37 80/90 sidemount cups.....	\$50. pair
'37 80/90 splash pans.....	\$50. pair

• **'37-'38 PARTS**

SPECIAL sidemount covers, complete & nice.....	\$500. pair
SPECIAL running boards, solid & straight.....	\$200. pair
Headlight lenses.....	\$75. pair
SPECIAL exhaust valve body, working.....	\$50.
NOS lower radiator hose, LARGE series.....	\$10. each...\$25. for 3

• **1938 PARTS**

Deluxe heater with defroster.....	\$100.
Right side grille.....	\$75.
734Z starter with solenoid.....	\$50.

Horn buttons.....	\$10.
LARGE SERIES air cleaner.....	\$40.
Radio hole plugs.....	\$15. set
Left headlight bucket with stainless, no rust.....	\$25.
SPECIAL hood lettering.....	\$20. pair
Fender lights.....	\$75. pair
Defroster ducts.....	\$15. pair
Wiper transmissions.....	\$50. pair
Complete instrument cluster including water temp. bulb.....	\$75.
Assist straps with screws.....	\$15. each
Clock with complete wire harness.....	\$25.
Cowl stainless trim, very nice.....	\$20. pair
Throttle cable.....	\$20.
Lighter, complete.....	\$15.
SPECIAL radiator.....	\$75.
Battery tray.....	\$20.
SPECIAL transmission.....	\$100.
Generator.....	\$50.
Manifold.....	\$75.
AAV-1 carb complete.....	\$125.
Hood sides & tops.....	\$25. each
SPECIAL rims.....	\$35.
Rear license plate stand, bracket & light..	\$35.
Bumper guards.....	\$25.
Taillights, complete.....	\$65. pair

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN. 55316
(612) 427-3460

• 1938 SPECIAL PARTS

REBUILT TRANSMISSION, Surfaced Flywheel, Rebuilt Clutch & Disk. All Balanced.

- | | |
|--|--------|
| Bellhousing, Fork, Throwout Bearing and Shifter..... | \$400. |
| 2 Front Brake Drums. Good Shape..... | \$50. |
| Oil Pan, Cleaned and Painted..... | \$25. |
| Valve Cover, Clean, Painted with Decal..... | \$20. |
| Distributor #1110801, cleaned & painted '38-'48..... | \$60. |
| Front Sway Bar..... | \$20. |
| Clock, works..... | \$40. |
- 1937 Front Balancer with oil seal sleeve..... \$20.
 - 1951 SUPER 263 Engine & Manual Transmission. New cam bearings, 16 new valve guides & new rings. Aluminum Pistons. Complete less Intake and Carb. \$325.
 - STROMBERG AAV16 re-anodized and painted
for '41-'47 Model 40-50. 7-66 #380106..... \$90.
 - 1979 V6 TURBO ENGINES. 2 blocks (1 is .30 over), 2 cranks, 3 sets TRW Forged Pistons,
Floated Rods, 6 cams, lots of overhead parts, 1 A/R TO4 & 1 stock Turbo, Intake & Ex-

haust Manifolds, Turbo Q-Jet, lots of gaskets, Computer. This is a lot of parts \$550.

Bill Savino (#915)
1530 Jill Jenee Lane
Longwood, FL 32779
(407)-682-7205

• '37-'38 PARTS

1937 CENTURY Engine, runs.....\$500.
1938 CENTURY left front fender.....\$150.
3.9 rear end.....\$150.
3.34 rear end.....\$150.

Al Matte (#700)
Willow Acres
Canastota, N.Y. 13032
(315) 697-2814

• 1937 CALIFORNIA LICENSE PLATES

Numbers cleared with DMV, good condition.....\$60.
Two 1937 bumper guards, rechromed, nice, trade for 1938 bumper guards.

Gary Stafford (#588)
2823 Mohawk Street
Ventura, CA 93001
(805) 643-3181

• 1937 PARTS

Complete Front End Sheet Metal, both fenders, nosepiece and complete hood with stainless trim for a 1937 SPECIAL.....\$500.
Two Headlight housings.....\$ 25. each
Front fender support.....\$ 10.
Rear bumper bracket, right side only.\$ 10.
Door hinges.....\$ 15. pair
Emergency brake handle & assembly, no cable.....\$ 20.
Right side tail light with lens bracket, NO LENS.....\$ 20.
Left side tail light NO LENS OR LENS BRACKET.....\$ 10.
Pair of trunk lid hinge brackets, U shaped part that bolts to lid of a coupe.\$ 25.

Tory Recupito
3301 Florence Ave.
Steger, IL. 60475
(708) 754-2697

• **1938 PARTS**

Horn Ring	\$ 25.
Radiator for a Special	\$30.
DeLuxe Heater w/defroster. Missing center trim	\$40.
Battery cover	\$ 10.
16" sidemount tread covers, no center trim	\$70.

Paul Tegtmeier (#884)

21 Kitzbuhel Rd.

Parkton, MD 21120

• **'37-'38 PARTS**

Mint replated '38 SPECIAL hood center strip for the cost of the plating job	\$100.
'37 jack.....	\$85.
'37 SPECIAL front fenders (plain), good condition.....	\$50.
'37 Front nose, good condition.....	\$50.
'37 coupe rear window garnish molding.....	\$20.
'37 headlight buckets.....	\$40. pair

Karl Bosk (#1154)

2211 So. 25 Ave., Escanaba, MI 49829 - (906) 786-2827

• **1937 PARTS**

Radio, complete, very good face.....	\$120.
Clocks.....	\$20. each
Heater, very good plastic.....	\$60.
Used SPECIAL radiator.....	\$50.
Water pump, NOS.....	\$35.
Hub caps.....	\$50. set
Map light cover.....	\$4.
Grille emblem.....	\$8.
Trunk license plate assembly, complete.....	\$60.
Taillight lens, cover, cap.....	\$25. pair
Taillight lens, cap.....	\$20. pair
Front fender parking lights, complete, very good.....	\$60. pair
Headlight buckets, very good.....	\$40.

• **'37-'38 PARTS**

Special left Running Board, good core.....	\$35.
Transmission shift lever kit, NOS.....	\$15.
Ignition assembly with key.....	\$25.
Muffler, NOS.....	\$50.

• **1938 PARTS**

Sales Brochure.....	\$75.
Owners Manual.....	\$30.
Used Special radiator.....	\$50.
SPECIAL Head complete with shaft and lifters.....	\$65.
Rear bumper (core).....	\$30.
Good used exhaust pipe, sandblasted and painted.....	\$25.
Front & rear inside reveal molding with good wood graining.....	\$15.

(Parts For Sale continued from page 26)

Front springs.....	..\$40. pair
Rear Shocks, Delco, used.....	..\$75. pair
Good used pressure plate for Special.....	..\$30.
Grille, right, good used.....	..\$30.
Grille, right, NOS.....	..\$200.
Dash ash trays.....	..\$4. each
Rear seat ash tray.....	..\$5.
Taillight, right and left, complete.....	..\$50. pair
Taillight, lens only.....	..\$20. each
Air vent cover assembly.....	..\$8.
Sun Visors, LARGE Series.....	..\$10. each
Battery frame.....	..\$20.
Battery tray.....	..\$25.
16" Wheels, blasted and in primer.....	..\$25. each
16" Wheels with tires.....	..\$45.
Left rear fender blasted and in primer, excellent.....	..\$60.
Defroster ducts.....	..\$14. pair
Trunk license plate assembly.....	..\$55.
Hood handle.....	..\$4. each
Inside door handle.....	..\$4. each
Outside door handle.....	..\$10. each
Trunk handle.....	..\$8. each
Sedan trunk handle.....	..\$8. each
Hood ornament, good.....	..\$35.
Cigar lighter.....	..\$12.
Windshield washer dash plastic knob, good.....	..\$10.
SPECIAL Engine, complete with carburetor, fuel pump etc. Runs good.....	..\$300. or best offer

All Parts Plus Shipping

Gerry Landry (#263)

(413) 592-2746 after 5 pm EST

Parts WANTED

WANTED:

- 2 - 1937 CENTURY Rims

Chris Smith (#1216)

(310) 429-6822 PST

WANTED:

- Need Hood Top Center Stainless
Molding For a1937 ROADMASTER 81-E

Preston Turner (#718)

514 E. Main St.

Washington, N.C. 27889

(919) 946-6651

WANTED:

- Battery base and hold down strap
- Wheel jack
- Locking handle for 1938 CENTURY or
SPECIAL Convertible Coupe
Part No. 4082889 Section 12.247

Bill Whyte (#968)

Clerk's Acre

Lodgehill Road

Nairn, Scotland

IV12 4SZ

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THE FOLLOWING BACK ISSUES ARE AVAILABLE FOR \$4.00 EACH POSTPAID.

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- 1994-1995 VOLUME XIII - NUMBERS 1 THROUGH 6
- 1995-1996 VOLUME XIV - NUMBERS 2 THROUGH 6

----- Please make your checks payable to: -----

The 1937-1938 Buick Club 1005 Rilma Lane Los Altos, CA. 94022 USA

Parts **WANTED**

DESPERATELY NEED:

- 1938 SPECIAL or CENTURY Slant Back trunk lid in good condition.
- 1938 CENTURY emblem that mounts on the hood side panel.

Please help a fellow member out. I have many parts I can trade for these parts. Thanks.

**David Bylsma (#117)
7802 Chevalier Ct.
Severn, MD. 21144
(410) 551-7236**

Matley Woodgraining Service

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Shop (206) 630-2008
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"The Crowning Touch To A Quality Restoration"

Cars FOR SALE

FOR SALE:

- 1937 Canadian-built SPECIAL Sedan. Older restoration of a good solid original car. Third owner. Have owned it for over 25 years.

\$7,500. U.S.

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RR#1

Woodville, Ontario

Canada KOM 2TO

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FOR SALE:

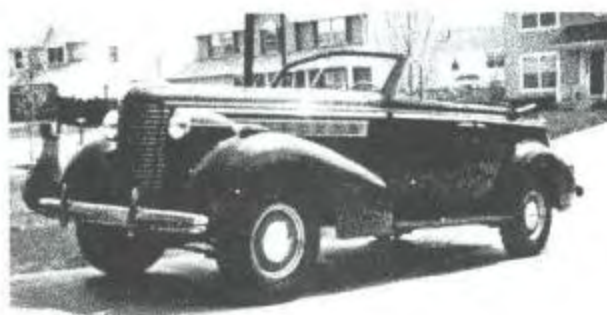
- 1938 Buick SPECIAL 4 Door Trunkback Dual Sidemounts. Rebuilt original engine, transmission, rear and front end. New brakes and WWW tires. Interior restored including woodgraining and mat. New glass and all rubber. New wiring harness including blinkers. 37k miles showing which I believe is correct. Very nice driver. Drive her home.

\$16,300.

Bill Savino (#915)

Longwood, Fl (Near Orlando & Disney)

(407)682-7205



FOR SALE:

- 1938 SPECIAL 4-Door Convertible Sedan. 60% restored. Many new parts. Excellent body with clear title. Located in Maryland. Delivery negotiable.

\$10,000.

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD. 21144

(410) 551-7236

FOR SALE:

- 1938 SPECIAL 4-Door Sedan Model 41 Radio and heater. Dual sidemounts. 4 new white wall tires, new clutch, brakes, master cylinder. Re-cast steering wheel. Car is green with tan interior. Many spare parts go with car

\$7,800.

Dan Murtz (#835)

3400 Ralmark Ln.

Glenview, IL 60025

(847) 6578038 after 7 pm

FOR SALE:

- 1937 Buick SPECIAL 4-Door Sedan. Original. Some rust.

\$2,800.00

(609) 965-6266 after 6 pm EST

e-mail: mdak63A@prodigy.com

(This ad sent in by Al McMichael (#319).

Car is owned by a person in New Jersey.)

REPRODUCTION *Parts* FOR SALE

1936-1940 Sidemount nuts, all series.....	\$ 1.00 ea
1937-1963 Muffler clamp, straight eight.....	\$ 5.00 ea
1937-1938 Horn ring, chrome plated brass.....	\$ 90.00 ea
1937-1938 Horn ring, unplated brass.....	\$ 65.00 ea
1937-1948 Firewall grommet (wiring harness) from engine to dash.....	\$ 5.00 ea
1937 Parking Light lens.....	\$ 30.00 pair
1938 Parking Light lens.....	\$ 30.00 pair
1934-1953 Series 40 Manifold gaskets.....	\$ 7.00 ea
1931-1953 Distributor Cap, 8 cylinder.....	\$ 8.00 ea
1931-1950 Distributor Rotor, 8 cylinder.....	\$ 4.00 ea
1937-1953 Point set, 8 cylinder.....	\$ 5.00 ea

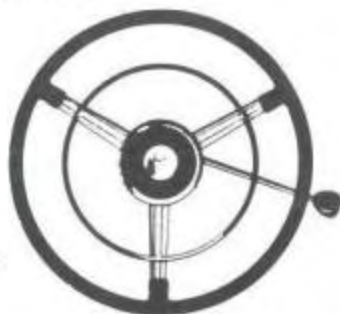
Add 10% for shipping and handling. Minimum shipping charge \$3.00

Joe Krepps - 2486 Pacer Lane South, Cocoa, FL 32926-2606 • (407) 636-8777



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Phoenix, Arizona 85009
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STEERING WHEELS

Thru 1953
\$2.00 for Brochure. Must Specify Year

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1934 thru 1940 SSAE for Information

BUICK RESTORATION SERVICES
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TO
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WIRING SYSTEMS THRU 1953
HAND CRAFTED WITH THE
FINEST MATERIALS
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(805) 434-2963

1937-38 BUICK



FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.70 ft.
Clip-in.....DW-80.....\$3.40 ft.
Clips.....WC-80.....\$.60 ea.

DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$1.85 ft

TRUNK SEAL-SEDANS, 1/2" Wide;
Ser. 80-90.....TW-371.....\$31.50
Sedans, 3/4" Wide;
Ser. 40-60.....TW-371S.....\$31.50

TRUNK SEAL For COUPES, 5/8" X 1"
Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16' TL-1129.....\$47.50

CLUTCH and BRAKE PEDALS Series 40-60
Black.....CB-343BK.....\$5.50 ea.
Brown.....CB-343BN.....\$5.50 ea.

PEDAL FLOOR SEALS; All Models
.....FS-375.....\$12.50 pr.

1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back.....AP-37BK.....\$28.00
Brown.....AP-37BN.....\$29.00

SHIFT BOOT, 1937-38 Series 40 Only!
Black.....\$9.75
Brown.....\$14.50
Series 80-90 Black

DOOR SILLS; Trim To Fit
2-Door \$62/pr. 2Door \$93/set.
GLOVE BOXES; \$27. ea.

PARKING LIGHT LENS.....\$17.50 ea

CARB. KITS: CARTER.....CK-360C \$26.00
STROMBERG.....CK-37XS \$26.00

TORQUE BALL SEAL KIT, All Models
TBK-343.....\$26.00

VISOR "VANITY" MIRROR VM-379.....\$27. ea.

LICENSE PLATE FRAMES, Chromed Brass
LF-333P.....\$60. Pair

FRONT END PARTS For 40-60 Series;
Upper Outer Kit.....\$39.00
King Pin Sets.....\$35.50
Lower Inner Bushings.....\$20.00
Tie Rod End.....\$27.00



EXHAUST MANIFOLDS

1937-38 Series 60-80-90
ENDS \$180. CENTER \$182. VALVE BODY \$195.

RUNNING BOARD INSULATORS, 1937-38
All Models, ALL NEW MATERIAL!
4 Needed Per Running Board.
RI-378S.....Set of 8...\$160.00

HOOD REST PADS, 1937-38 6-8 Per Car,
HR-378.....3.50 ea.

DASH GLASS, SILK-SCREENED on
Back of GLASS in COLORS as
Original.1937.....SPEEDO DG-37...\$38.
.....RADIO RG-37...\$23.
.....CLOCK CG-37...\$28.
1938.....SPEEDO DG-38...\$38.
.....RADIO RG-38...\$23.
.....CLOCK CG-38...\$28.

PLASTIC DASH KNOBS DK-37(38).....\$6.
PLASTIC DOOR HANDLE and Window
Winder RINGS. HE-37(38).....\$6.

OUTSIDE DOOR HANDLE CHROME
and RUBBER GROMMETS.
1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$5./Set
1938.....DGF-380.....\$5./Set

DOOR FERRULE INSTALLATION TOOL.
\$20. Refundable if Returned Within
30 Days. DF-TOOL.....\$29.

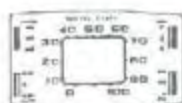
1938 TRUNK HANDLE/LIGHT MOUNTING
SEAL.....DH-381.....\$8.75

MOTOR MOUNT, FRONT, All Models
ROUND PADS.....SP-338...\$10. pr.
MOUNT.....MM-347...\$29. ea.

TRUNK HINGES for 40-60.Chrome Plated \$150. pr.

1937 HUB CAPS, All Ser.....HC-37.....\$60. ea.
WHEEL Beauty Rings, 15" or 16".....\$89./Set of 4
1937 or 38 HOOD ORNAMENT.....\$85.

SOME OTHER ITEMS WE STOCK; BEARINGS,
DECALS, ENGINE PAINT, DECALS, SHOP
MANUALS, PARTS BOOKS, BODY BOOKS and MORE
SHIPPING; 10% max \$9. min. \$4. Prepaid. C.O.D. Add \$5.



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VISA - MASTERCARD-DISCOVER or C.O.D. CATALOG #43 \$4.00 - PHONE ORDERS - (Write For Catalog)



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Hampton Coach has been producing the finest quality interior and top products available for GM cars. We offer complete interiors, seat upholstery, tops and related components. Call our Inquiry Department today, toll free at 1-888-388-8726 and we'll be happy to discuss your Buick's needs.

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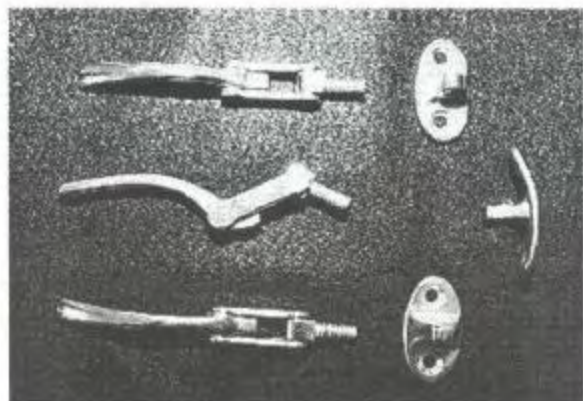
P.O. Box 6, 6 Chestnut Street, Amesbury MA 01913



New for 1937-1938 BUICK



New stainless side mount emblems. Includes mounting screws on back side.
\$62.50 each



New stainless convertible top latches & header hooks for 40 & 60 series Coupe & Phaeton
(6 piece set) \$365.00



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